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Volume 3 Number 2 Summer 1985

DELOREAN WORLD

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DELOREAN WORLD

Volume 3 Number 2 Summer 1985

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A scene from Steven Spielberg's latest feature, "Back to the Future."
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ACTIVITIES CALENDAR

September 6-8	3rd Annual Summer Convention and Products Faire at the Sheraton Hotel in Santa Barbara
October 4-6	2nd Annual Nationwide DeLorean Conference at the UCLA Conference Center at Lake Arrowhead
December 21	Holiday Semi-Formal Dinner Dance — Members Only — at the Century City Playboy Club

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PRESIDENT'S MESSAGE

BY ED BERNSTEIN

We're Large but Firm

It seems everytime I sit down to prepare the presidents message, I immediately relate to our membership base. By the time you receive this issue of DeLorean World, our growth, under the efficient computerized management of our Membership Director John Truscott, will be fast approaching 1400 vehicles. Since our last issue, our size has required the addition of four new individuals to compliment our present Directors panel and expand its efficiency.

Stepping-in to assist David Kaleel as Professional Advisor and Director is Don Steger from Swedish Autoservice, Inc. David has been so busy maintaining and repairing DeLoreans recently, his time is much more limited than when we started our fledgling group less than 24 months ago.

Don Steger brings to us an outstanding amount of professional knowledge from his daily experience of working on DeLoreans and is available for answers to your questions after 6:30 p.m. Pacific Time. You may call him at (714) 541-2154.

Assisting Al Ridella is our new Vice President and Technical Director Kjell Myhre (pronounced: Shell My-Year). Kjell will be establishing a larger Technical Committee in an effort to provide an immediate and extensive source of technical information from which Dan DePrez, our DeLorean World Editor can select pertinent data for publication and dissemination to our members throughout the country. Kjell states, "I'm sure I'd have to refer to the repair manuals to answer any technical questions about the vehicle, however with the assistance of Al Ridella and the other informed people on the committee, I'm sure we can answer any questions regarding maintenance or repair to the DeLorean automobile."

Kjell Myhre can be reached at (213) 671-9593 and Al Ridella (for electrical problems) at (213) 257-1877. The best time to reach them is *early* in the evening, Pacific Time.

Virginia (Ginnie) McKean has been appointed the Chairperson of our new Bylaws and Parliamentary Procedures Committee. Ginnie's committee falls within those required to be established by our Director and Parliamentarian, Barbara Lipana, and will be responsible for interpreting and administering our

Bylaws, Charter and Operating Procedures, thereby assuring our proper adherence to the State and Federal requirements establishing our tax exempt status. With an excess of 50 pages of documentation to review and/or ammend, if necessary, on a regular basis, Ginnie and her committee have no easy task to perform on our behalf.

Last, but surely not least, is our newest Board position being filled by Fred Solomon. Fred is our Director of Area Regional Chapter Development. In the past, I attempted to personally handle this position by telephone and written communication. However, as the membership base grew and the number of Area Regional Chapters expanded, I too found myself taxed for the hours required to do the job efficiently.

With 9 Area Regional Chapters presently in position and another 6 projected to come on-line before the end of 1985, Fred's task will be enormous. He will act as liason to establish direct communication links amongst the various Area Regional Chapter Coordinators, the Editor of DeLorean World Magazine and the National Board of Directors; thereby expediting response to inquiries, publish news information and pictures plus developing a projected annual calendar of events for Chapters across the nation.

How Large Will We Become?

It's difficult to say at this time. However, I have stated in the past that "In the future, every *serious* DeLorean owner will be a member of our Association".

No one offers so much for so little:

1. Area Regional Chapters across the Nation to bring social activities and technical information into the owners' local area.
2. DeLorean World, an outstanding automotive publication containing a selection of suppliers of products and services directly targeted for the DeLorean market and providing our members a choice.
3. Free materials and information to establish new Chapters.
4. Technical assistance as near as your telephone.
5. Corporate management to assure smooth operation of your Association.
6. Numerous, exciting, new benefits being planned for the future. Others may offer the pieces *but we deliver* the whole thing, in addition to the amenities.

Elections

Elections are not too far away. Before we know it, the last quarter of the year will be here and time for the election of new officers and the appointment of new Directors will be at hand. Some Area Regional Chapters just starting may opt to maintain their present Board of Directors for another year, others may elect to change officers. Regardless of what you finally decide to do, 1986 will be a banner year for the DeLorean Owners Association. Present statistics support a projection of 25-35 Area Regional Chapters with an increase in the membership base to exceed 2000 Vehicles.

Local Conventions, Regional Conventions and National Conventions are projected for 1987. When our members live in almost every state, it's almost impossible to determine at this time where the Regional and National Conventions will be held in the United States within the next 24 months.

One thing for sure, I'll be there! If time permits, Millie and I will drive our DeLorean. With in excess of 62,000 miles on the odometer in the past 3 years, we feel comfortable driving it anywhere in the Country. Anyway, someone has to give the Muffleys from Bethlehem, Pennsylvania a run for their money. Tons of parts are available and competent service facilities are popping-up everywhere. If you don't drive your DeLorean regularly, you can look forward to both you and it becoming older, more stiff and more costly to maintain in the years to come. Trust me folks, it doesn't cost anymore to operate our cars than any other sports car and once you've correctly repaired those inherent gliches, its smooth sailing all the way. I really hope you've taken the opportunity to enjoy your DeLorean automobile this summer. □

36 ~~29~~ DeLorean Owners (so far), Have Discovered Superb Service & Rational Rates at "Cars of Distinction"

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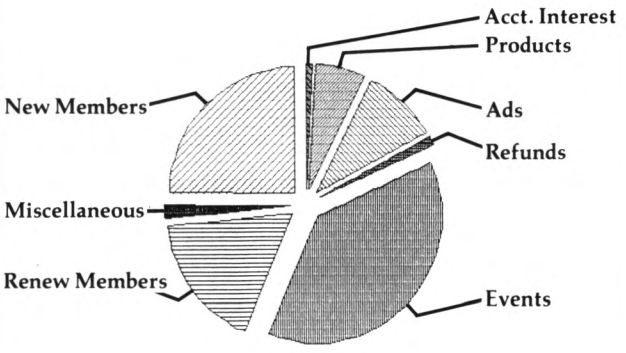
TREASURER'S REPORT

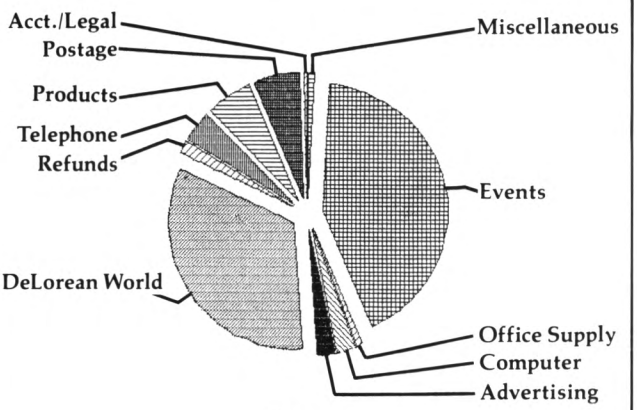
BY JOAN TRUSCOTT

DeLorean Owners Association
Income First Half 1985



Income		
New Members	14,598.00 =	24.84%
Renew Members	10,045.00 =	17.09%
Events	22,489.00 =	38.27%
Ads	5,784.00 =	9.84%
Products	3,770.00 =	6.41%
Account Interest	512.00 =	.87%
Refunds	597.00 =	1.04%
Miscellaneous	964.00 =	1.64%
TOTALS	58,759.00	100.00%

DeLorean Owners Association
Expense First Half 1985



Expense		
Postage	3,099.00 =	6.11%
Telephone	1,991.00 =	3.92%
Printing (DeLor. Wrld.)	16,769.00 =	33.09%
Events	21,486.00 =	42.40%
Products	2,981.00 =	5.88%
Computer	1,342.00 =	2.42%
Advertising	1,158.00 =	2.32%
Office Supply	308.00 =	0.85%
Acct./Legal	225.00 =	0.44%
Refunds	849.00 =	1.67%
Miscellaneous	457.00 =	0.90%
TOTALS	50,665.00	100.00%

Board Appoints 4 Key Directors

Sunday, May 5, the Board of Directors filled four important posts.

Kjell Myhre was appointed Vice President and Technical Director; Fred Solomon, Director of Regional Chapter Development, freeing President Ed Bernstein of this rapidly expanding task; and Don Steger, Professional Technical Advisor to assist with the increased inquiries regarding maintenance and repair.

Virginia McKean was named Chairperson of Bylaws and Parliamentary Procedures, a new post of significant importance, now that we are legally recognized by the State and Federal governments as a non-profit association.

Technical Correspondence may be directed to:

Don Steger
Technical Advisor
(714) 541-2154
Call after 6:00 p.m.
California time

Mr. Al Ridilla
Electrical Problems
5200 Argus
Los Angeles, CA 90041
(213) 257-1877

Please include past repair information on particular problem ... and be specific!

Editorial Contributions should be sent to DeLorean World, c/o Daniel DePrez, 1918 E 63rd St., Long Beach, CA 90805. Submissions are subject to review and the author should retain a copy. Photographs should be black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

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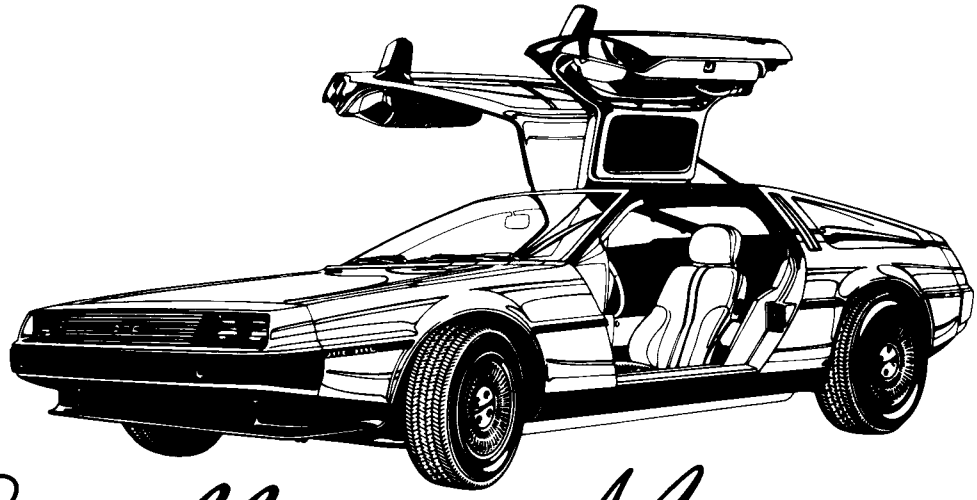

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Spectacular Las Vegas Weekend

BY DAVID KNUDSON, *Activities Director;* PHOTOS BY C.R. ROBINSON, *Staff Photographer*

Las Vegas—The Association's Second Annual Las Vegas Weekend, Friday, April 26—Sunday, April 28, started out with a whimper. Or better . . . maybe a huge freight train building up steam, inching along at first, gathering steam as it progressed.

Friday at 9 a.m. a handful gathered at the Victorville Holiday Inn for Breakfast. Believe it or not, throughout the entire weekend I only briefly talked with one person who was there. He guessed about 40 owners showed up. Even the coordinator, Kjell Myrhe, had an unexpected emergency that put him in Victorville long after everyone had left.

This bomb was caused by many members arriving in Las Vegas the night before, many not wanting to get up so early and some, including myself, having to get up revoltingly early to make the 2 p.m. Regional Coordinators' Meeting at Las Vegas' Sundance Hotel.

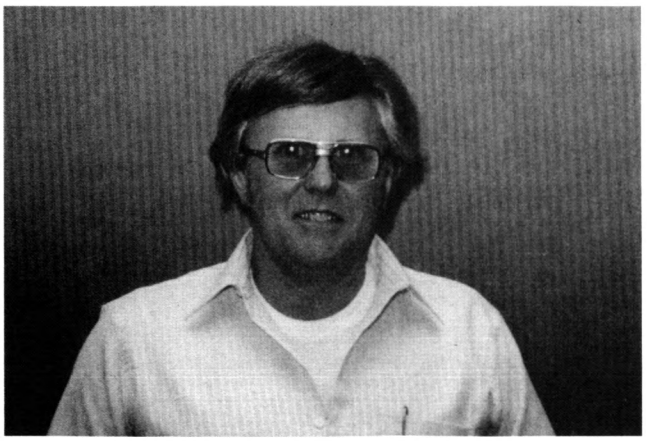
The result was that nearly 100 DeLoreans streamed into the Las Vegas Hilton's special parking area over a span of several hours. Each night and day the local media followed our tracks. I think, gaining respect for our silver birds and their owners as they did. I didn't see or hear a single coke joke.

Las Vegas Hilton Parking Lot.

Regional Directors Meeting

Three of our Regional Coordinators were able to attend the 2 p.m. Friday meeting: Jack Jeffrey from Des Moines, Iowa; Joe Rainer from Silverdale, Washington; and Steve Wolf from Goulds, Florida.

Each of the board members gave an overview of his or her responsibilities, then about two hours were spent outlining methods of building Area Regional Chapters.



Joseph Rainier, Silverdale, Washington Area Regional Director.

Steve and Nancy Wolf, Goulds, Florida.

Jack and Lois Jeffrey, Des Moines, Iowa.

Shoeless Joe's Barbeque

Member Tony Mancuso owns the newly renovated Shalimar Hotel on the strip. One of his renovations is a brand new restaurant he's calling "Shoeless Joe's." Its specialty is smoked baby pork back ribs and mesquite barbequed chicken. Well, where better but to relax and stuff ourselves the first night in town? Stuff ourselves we did. Drink we didn't. It so happened that Tony's new liquor license got lost in the state's bureaucracy and he couldn't serve drinks. But most took it in stride and imbibed after dinner at other night spots. This is a good time to thank Tony for working so hard to make sure his first big crowd had such a good time.

Sensational Mountain Rallye

At 9 a.m. Saturday, those members who hadn't seen too many late shows the night before picked up their rallye packs in front of the Hilton. The hot wind was already blowing across the desert and I'm sure everyone was looking forward to a little cool mountain air.

I'll have to admit, until I arrived in Las Vegas this time, I'd never noticed any bonafide mountains. Oh sure, a few rockpiles off in the distance, but mountains . . . with snow on them, an hour from this scorching oasis? Our rallye coordinator, Jimmie Hicks, assured me they were there, but I had my doubts.

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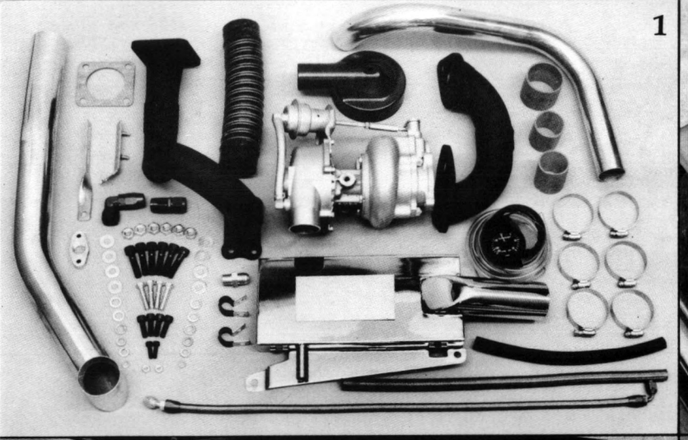

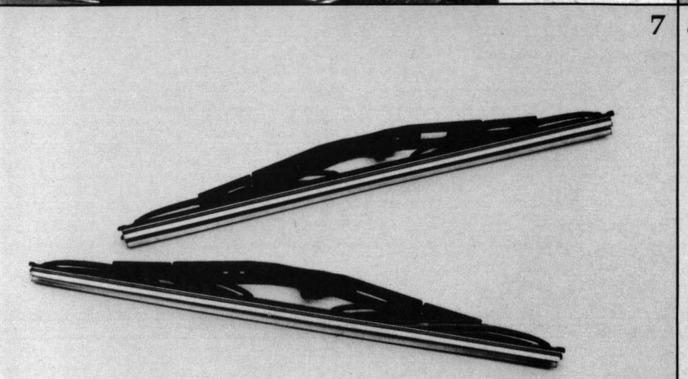

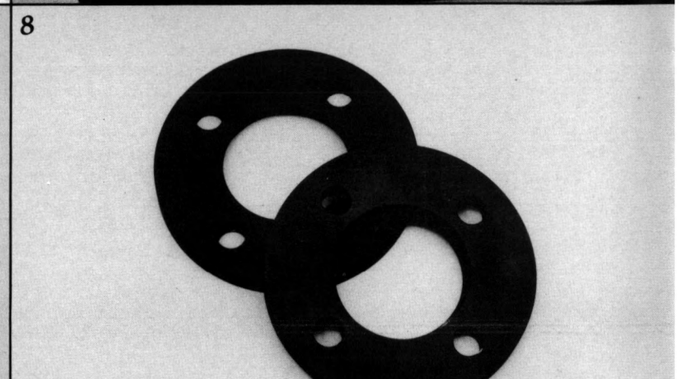

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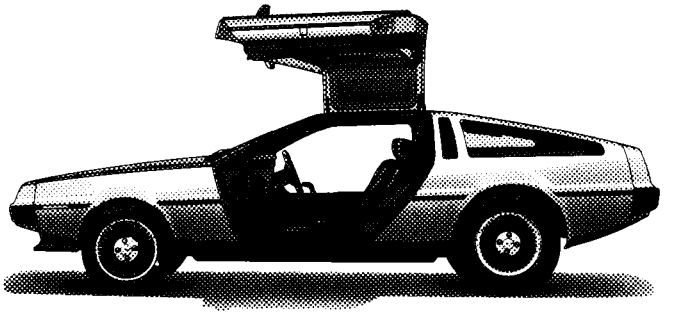

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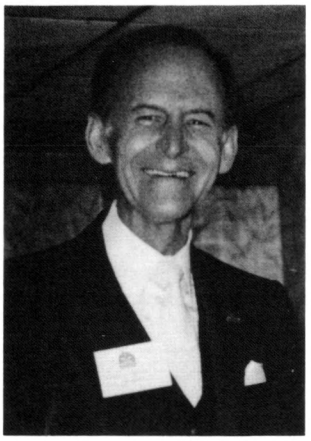

Outstanding Service for Setting Up Rallye, Jimmie Hicks.

First Place Rallye Winners, Bill and Kay Linde, Boise, Idaho.

So. it was with some reservation that I followed his rallye sheet and drove out across the barren Mojave. In no time, the rock piles turned into looming mountains and, yes, several were snowcapped. Before long, we were climbing through some of the most spectacular scenery anywhere. It was like starting out in Monument Valley and ascending to San Moritz. As we neared the top of Mt. Charleston, our rallye sheet led us down a small road to a picturesque lodge that commanded a breathtaking view of the pine-filled valley.

As we stepped out of the car, we instantly realized it was 46 degrees. But inside, a central fireplace took the chill off with the help of a little Mt. Charleston coffee.

With the exception of a lost grille, one flat tire and Bill Lai running out of gas, this mountain brunch was as close as you're going to get to perfect.

Tech Talk Turns On Techies

No sooner were we back from the mountains than the Tech Seminar began. Filling two banquet rooms at the Sundance were technically-minded DeLorean owners.

President Ed Bernstein, Advertising Director Dick Shipman, Technical Advisor Don Steger (Swedish Imports), and Membership Chairman John Truscott put together a fast-paced presentation that made two hours fly by. I'm sure many questions were left unanswered, but we had to leave time to get ready for the evening program. Key points covered included: Cold-start problems, door adjusting, the fuel injection system, steering problems, overheating solutions, etc.

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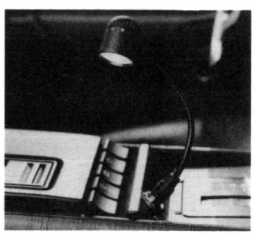
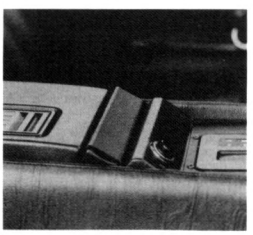
DELOREAN SPECIALTY PRODUCTS & PARTS



OSRAM CO-PILOT

This flexible gooseneck lamp can be positioned any way you want it, leaving your hands free for other tasks. 7½" long neck, glare-free lighting and five watt power, delivers brilliant illumination for map reading and navigation, while never disturbing the driver. Plugs into cigarette lighter and has oversized switch for easy on/off operation. Made in Germany. **$22.00**



WINDOW MOTOR PROTECTION

Protect your expensive window motors with a DeLorean Specialty exclusive. This black cap fits over *all* console switches so that your elbow or arm does not accidentally ratchet the motors. **$8.50**

DELOREAN OWNERS ASSOCIATION
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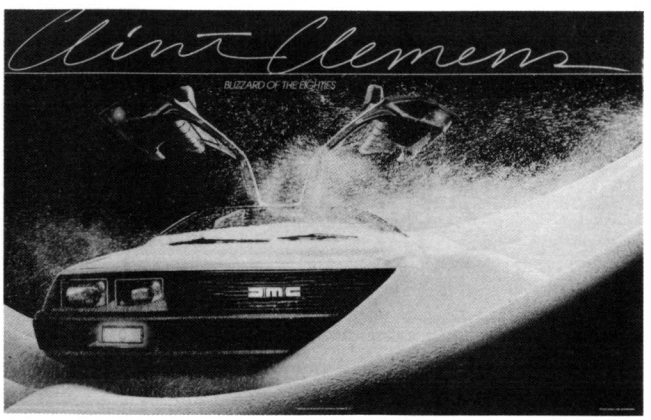

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Area Regional Chapter 1 Report

DeLorean Owners of Michigan Tour DeLorean Parts Warehouse.

By Richard Rutkowski, Coordinator

May 4, 1985—sun is shining—birds are singing, and 13 DeLoreans and one Thunderbird (yes, Thunderbird) roll down the highways of Michigan and

DeLoreans lined up at L-K Restaurant outside of Toledo, Ohio.

Ohio down to Columbus for a tour of the DeLorean Parts Warehouse. We arrived around 12:30 and were greeted by Marvin and Sue Katz and their outstanding staff. Midway through the warehouse we were served a wine and cheese snack. There we were given original copies of the DeLorean road tests, Auto Week, 1980 and a brand new-old copy of Road and Track, 1977.

Now it was time for lunch—a feast topped off with a cake which had a

Cake prepared for our luncheon.

DeLorean engraved in icing on the top. While we lingered at the table, Marv presented us with spectacular DeLorean posters to take home with us. We also got to view one of the DeLorean commercials which were shown on TV when the car originated and a video taped presentation by Ed Bernstein on fuel pump replacement. If this seems like a lot, Marv then gave us the use of his Polaroid camera to have our pictures taken while sitting in his gold plated DeLorean. A number of our members were able to purchase the parts they needed as the sales staff was on duty. Sue told us that the staff was eager to be on hand for our visit. One was even disappointed because he was on vacation that week and couldn't be there. In my estimation, our hosts, Marv and Sue Katz outdid themselves on our behalf.

A hungry bunch.

Post Script by Germaine Rutkowski

Yes, I have to agree, it was a most interesting day. We all did some shopping and received a lot of technical advice throughout the tour. They almost made it sound easy. It certainly was a relief to find out that there are *enough parts available for at least ten years* and that there are solutions to our many problems. I think everyone had a good time even though Rich tried to get them lost when we left the warehouse. (You should have followed me because I was following Max, who knew where he was going)

???????There still remains one mystery waiting to be solved??????
Why is George and Carol Burns' DeLorean so shiny?????????????

Ted Berch was overjoyed at finding other DeLorean owners.

Help Wanted

The Board of Directors are planning a picnic for our next event. The tentative date is Sunday, July 22, and that's all we have so far. If anyone has any ideas for a nice spot or has property that could accommodate our group, please call Rich (313) 534-5247 or Bob (313) 594-1795 or write any board member. We welcome any suggestions regarding time, place, food, games, etc. There will be a board meeting soon, so let us have your ideas now!

Notes

Ed Bernstein tells us that the national DOA is growing by leaps and bounds—nearly 1200 members. Did you get the last issue of DeLorean World? We have received several calls in response to the article about our first meeting last February.

Max Gottfried is coordinating the Ohio membership and we are growing fast in that state also.

We're starting to hear from potential members in Indiana and hope to gain momentum there too.

WE HOPE TO MEET MORE DELOREAN OWNERS AT THE PICNIC. PLEASE TRY TO PARTICIPATE IF YOU CAN.

QUESTIONS? COMMENTS? SUGGESTIONS? *CALL US AT (313) 534-5247,* or drop us a line. □

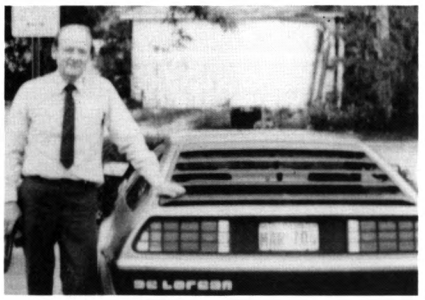
Area Regional Chapter 7 Report

DeLorean Owners of Illinois Meet for the First Time

By Don Legner, Coordinator

Area Regional Chapter Seven held its first meeting May 14, 1985. Des Plaines, Illinois was the location. Marv Gunchick had prearranged with the local newspaper for coverage. The meeting opened in the parking lot with a picture taking ceremony. Fifteen DeLoreans—doors open—with their owners standing in front of the vehicle was the main picture and the one which appeared on page two of the newspaper the next day. Many members brought their cameras and took numerous pictures.

President, Don Legner and his wife Gladys.



Vice President, Marv Gunchick.

Those submitted with this article were taken by Marv. Our professional photographer member, Bill West, forgot his camera. He promised he won't let that happen again. Bill says he has some great DeLorean photos he will send in as a possible cover for our magazine.

It was very evident as the members began to talk that technical support is the name of the game. The topics for discussion were numerous and varied, i.e; clutch, speedometer, fuel pump, alternators, poor starting, electrical problems etc. etc. Though everyone participated in the problem discussion, everyone was a proud owner of their stainless vehicle.

As this was our first meeting, a general discussion took place about organizational goals. Many members volunteered their personal interests in joining the association. A survey was taken seeking members' help to chair the many committees.

August 18, 1985 is our first scheduled big event. The chapter will participate in the 10th annual antique and classic auto show and festival to be held at the Old Volo Auto Museum in Volo, Illinois. It is located ½ mile west of Route 12 on Route 120. Over 200 automobiles are expected along with a Dixieland band, corn roast and outdoor cookout. We hope to have numerous members attend and invite non-members to join us.

Area Regional Chapter 7 serves northern Illinois and Wisconsin. We are off the ground! We see a positive group of DeLorean owners getting together to help each other technically. In addition, we are planning social events. Anyone wanting information should contact Don Legner, 1908 Church Street, McHenry, Illinois 60050. Telephone 815-385-2626. □

Secretary, Bill Lowe.

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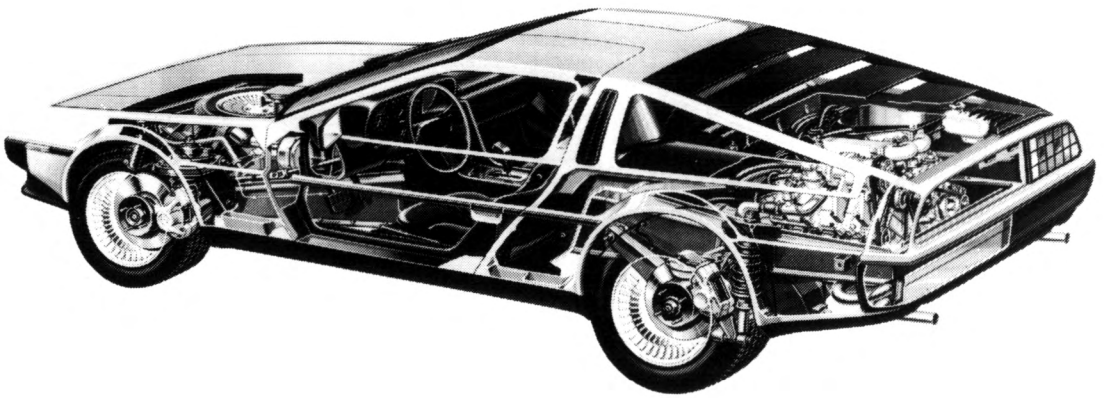

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Photo by C.R. Robinson

John DeLorean, who obviously is a man of many fortunes, is reportedly planning to re-enter the automotive business.

According to wire service and newspaper accounts, tentative plans are reportedly to manufacture about 500 automobiles per year that will be somewhat similar in appearance to the DeLorean and that will sell for about $65,000 each.

Although Mr. DeLorean was not available for comment and has no formal ties to our Association, we felt that DeLorean owners are interested in these developments and might enjoy reading the two articles we have selected.

We wish Mr. DeLorean good fortune in his new endeavor.

John DeLorean Talks About Trial Before Packed Crowd at USC's Bovard Auditorium

By Lynn Balsamo/USC Daily Trojan/April 22

John DeLorean, acquitted last fall on charges of drug trafficking, claimed in his speech on Monday at Bovard Auditorium that the government used his "carcass as a means of getting promotions and bonuses."

In his first public speaking engagement since his 1984 trial, the charismatic former automaker spoke about the events leading to his arrest on charges of conspiring to sell $24 million worth of cocaine, the trial itself and the effect the whole ordeal had on his life before a captivated, packed crowd.

"I'm lucky to be here now instead of 40 years from now," he said. "I personally believe they (government agencies) can get anyone they want. Nobody is immune to prosecution," he said.

DeLorean began his speech with a brief autobiography, leading into his account of the facts behind his case, and then the reasons why he was charged and then aquitted.

His automotive career began as a group executive in charge of North American truck operations for General Motors in Detroit, Mich., before he came up with the concept of designing and marketing his own car.

DeLorean eventually put the DeLorean Motor Co. together and located the production factory in Belfast, North Ireland—an area only speckled with peace due to conflicts between its Protestant and Roman Catholic inhabitants.

Despite its location, the new company prospered, he said. But the failure of England's new conservative government to honor the agreements of the old (labor-intense) government—including export financing of $93 million—left the company's situation very unstable. Cars were being built with parts bought on credit to ship to suppliers and money was needed to pay off the bills, he said.

But DeLorean's problems in Northern Ireland weren't just financial, as his factory office block burned down, destroying many of the company's records, and troubles also hit between December of 1981 and February of 1982 when the automobile industry was at a 40-year low.

DeLorean's company owed the British government $800,000 in interest on a loan, but the government owed his company $21 million at the same time for damages. "The government wouldn't offset an $800,000 debt on the $21 million debt," DeLorean said.

He then went into "a frenzy to try to find money."

"I went through every crazy Arab that came along," he said.

It was in this desperate attempt to raise money for his company that DeLorean said the chain of events began leading to his arrest.

"I'd never been arrested in 60 years and suddenly I'm a major criminal," he said.

In 1980 DeLorean received a phone call from a man, whom he referred to only as Hoffman, who lived across the street from the DeLoreans in San Diego many years earlier. DeLorean said he had only met the man once.

Hoffman called a second time in June of 1982 to say he had financing available, DeLorean said. He said Hoffman insisted on meeting him in person and that he wanted a commission from the deal.

"Little did I know this was an FBI agent doing a set-up," DeLorean said.

But despite his grim story, DeLorean went on for a few words and then interrupted himself to ask the full house at Bovard, "Is this boring?"

The audience responded with an emphatic "No!" and applauded DeLorean's account of the story.

"You won't believe it, but this used to be my life," DeLorean said.

When Hoffman and DeLorean met in Washington, D.C. two months later, Hoffman said he had made a "different arrangement."

"I want to take your $1.8 million and put it in a cocaine deal,' was what DeLorean said Hoffman proposed.

Seeing he had become involved in something illegal, DeLorean said, "I told Hoffman, 'Unfortunately it's not my money, it's the IRA's (Irish Republican Army),' which was of course a lie, 'and they don't engage in anything other than straight, legitimate deals.'"

DeLorean said he knew if he became an informant against the 'dealers' he'd have to move up "to Eureka, Calif. as a supermarket clerk and my wife would become a cashier at a car wash ... although I wouldn't wish that on her now."

The audience laughed with surprise at the comment, and DeLorean followed by saying, "What's one more libel suit out of the other 350?"

DeLorean had also referred to his ex-wife Cristina Ferrare in his opening thoughts at the event when he said, "I'm single now since Saturday." Ferrare was remarried on Saturday to ABC President Anthony Thomopoulos.

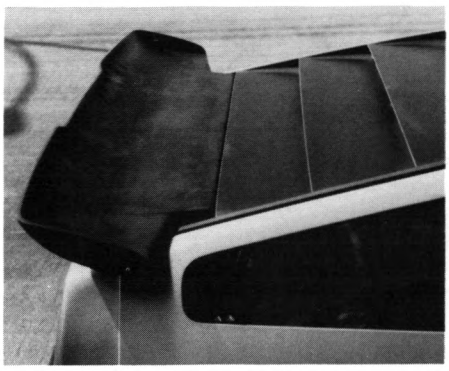
But despite his moments of lightheartedness about his wife, DeLorean quickly got back to the story at hand, recapping the story about Hoffman. "The end is here, it's time," Hoffman's banker called him a few weeks later to say.

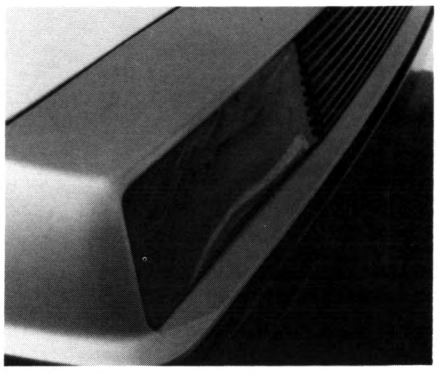
"I'm sorry but the IRA gave the $2 million to the British government on Friday. It's gone," DeLorean had told him, knowing that what he had said happened was grossly improbable.

According to DeLorean, on Sept. 15, Hoffman called with a threat, saying, "It's too late to get out (of the deal) ... if you do, it'll be your daughters head."

Continued on page 17

DeLorean Parts





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DeLorean said Hoffman's banker called to lend him the $2 million necessary for the transaction. The bank additionally offered to lend DeLorean collateral for the loan.

When DeLorean arrived in Los Angeles, he was taken to a hotel room where Hoffman and others proceeded to "whip out a suitcase of government cocaine."

Since he was in the room with "three guys who looked like criminals," he said he decided to play along to avoid being shot. His arrest followed.

DeLorean then called his corporate lawyer to help him in what he called an "agonizing period of trying to find a (criminal) lawyer." Neither he nor his corporate lawyer knew of a prospective criminal lawyer in America.

The head of a Los Angeles law firm took the case. After several months and $650,000 worth of legal expenses, the lawyer said, "When we win this case we don't want the government to come back and reindict you."

The lawyer was oblivious to the fact that a court cannot reindict anyone who is acquitted.

"The guy I was counting on to save my life didn't know the first thing!" DeLorean said.

DeLorean said the man's ignorance caused him to "throw up in a wastebasket" after the statement was uttered.

When the case finally did go to trial, DeLorean was under the care of attorney Howard Weitzman. "I was hoping to knock this thing in the head so I could get back to my life," DeLorean said.

By the time of the trial, DeLorean and his ex-wife became Christians. But the government's case fell apart, leading DeLorean to conclude that he "really believes in the power of prayer."

Through investigations for the trial, it was proven that Hoffman was not credible. Just after an earthquake in Ecuador, Hoffman loaded a huge supply of bread onto a plane and flew down to the Central American nation on a "mercy mission," returned to the United States instead with a plane with narcotics, DeLorean said.

"He just wound up with no credibility." DeLorean said. "We had been fortunate to get a fairly intelligent jury."

"Today, I'm in the process of slowly getting my life together," he said, adding that he expects the harrassment he is currently receiving to last for another 15 or 20 years.

DeLorean is now starting to put some business activities back together and said that he's "got a hunch" that he'll be back in the car industry eventually.

Two lessons DeLorean said he learned from his experience were shared with the audience: "You find out who your friends are and it turns out there aren't as many as you think ... close to zero," and "You find out what you're made of." DeLorean said some serious mistakes were made in the handling of the whole ordeal and admitted that many of them were his own fault.

Now that all is said and done, the manipulation DeLorean feels the government put him through does not surprise him at all. "Something happens in all institutions ... human beings pervert them for their own purposes," DeLorean said. □

The Man Who Wrecked the Car

By Roger Rosenblatt

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Why have the adventures of John Z. DeLorean attracted so much notice? Recklessness? Yes, recklessness is always fascinating, especially when the reckless driver is notorious for being cocksure of himself. Desperation? Certainly. A fall from high place? That too. All the more gratifying when such a fall is self-generated and occurs to a hotshot of American business who thinks he can get away with murder. For symbolism enthusiasts there is also the array of stark American icons: sacks of dollars, sacks of dope, Los Angeles, rugged individualism, General Motors, the Mob, the FBI, a world famous fashion model, wheels and deals, movie stars, an All-America's daughter. Any graduate student in American studies who could not make a dissertation of all that deserves to work for a living. As for DeLorean himself, there is an oversized, modern soap-opera quality about him (Who shot J.Z.?), enough at least to make us wonder where the plot hops next.

All of which satisfies normal, healthy prurience, but hardly seems reason for DeLorean to have grasped the public imagination so strongly. The case is oddly troublesome, like a low buzzing in another room. What interests us is related not so much to DeLorean the individual as to his objective in life and the way he destroyed it. John DeLorean not only wanted to make a car, he wanted to be one, like Ford and Chrysler before him. Watching him take himself and his dream apart is like watching the replay of a national catastrophe.

They say that DeLorean sort of resembled a car even before he built the DeLorean. His name sounds as much like a car's as a man's. He sought to be judged by performance. He changed his physical appearance, his "model," from time to time to suit the fashion. His dyed hair was once described as "limousine black," and now that it has been restored to a steel-gray is the color of the DeLorean itself. One can carry such stuff too far, but the fact is that DeLorean's whole life has been so closely associated with automobiles that he can barely be thought of without one's hearing an engine whir. It would probably please him to know that. America itself can hardly be thought of without one's hearing an engine whir; and to go by his various patriotic if silly pronouncements, DeLorean would like to think that he is quintessentially American, as American, say, as the automobile.

The trouble is that the automobile is not quite so American any more. Like most of us, John DeLorean grew up in a nation where the two-car family was a moral institution. The speed and power of the things. The style. The freedom

Continued on page 33

"Jimmie's Song"

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20 The DeLorean Owners Association Expands Technical Committee

By Kjell E. Myhre, Technical Director

The Technical Committee of the DeLorean Owners Association conducted its first meeting Saturday morning at 8:00 AM, May 18, 1985, at the Tower Restaurant at the Holiday Inn in Long Beach. Technical support for the association membership is nothing new. A significant portion of the Association publication, the "DeLorean World," has been devoted to dissemination of technical information since the first issue Vol. 1, Book 1, in 1983.

The significance of this particular meeting is a recognition that a few individuals have so generously and abundantly contributed their time and effort. It was decided at the regular Directors meeting on May 5, 1985 that a Technical Committee would be most appropriate to assist those active in responding to maintenance and service inquiries from the membership. We recognize and appreciate the contribution of these individuals, David Kaleel, Pat Parr, Al Ridilla, and others. We thank you. The Technical Committee, as provided for in the Bylaws of the Association, is designed to help in administration and distribution of workload to more individuals willing and able to participate in providing general and specific information resources to our rapidly growing membership.

The first item on the agenda was, of course, to order breakfast so that our deliberations would benefit from contentment. Kay Myhre volunteered to act as secretary, taking the minutes of the meeting chaired by Kjell Myhre, who in the opening remarks attempted to address the most difficult part of the meeting, namely, how does one overcome the apprehension in translating the written letter combination, Kjell, to confident pronunciation. It is easy, just say "Shell." Following, the chair nominated all attendees of the meeting and four members not present, to serve on the committee, and it was seconded by Dick Shipman. The nominations carried unanimously and the Technical Committee members are:

Ed Bernstein	Al Ridilla
Joe Black	Dick Shipman
Dan DePrez	Don Steger
Kjell Myhre	Fred Solomon

Committee membership will be polled to find the best time and place for future technical meetings.

In the solicitation of remarks and suggestions from attendees to structure parts, service, and repair resources for the membership, it was pointed out by Joe Black that various parts of the country have variations in service and maintenance requirements due to climate such as moisture, hot, and cold conditions. Several suggestions were discussed with the conclusion that an

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international directory of Service Centers be listed in the DeLorean World publication including their specialties, service, parts, and emergency aid availability. Regional technical resource personnel will also be solicited to contribute to the publication, in coordination with Fred Solomon, Director of Area Regional Coordinators. If you are interested in serving in this capacity, please contact Fred at (818) 992-3390.

Publication resources, the next item on the agenda, were discussed in some detail and an organized outline was submitted by Dan DePrez, Editor of DeLorean World. Compliments are in order to all who have participated in the quality and image of this publication since 1983, a relatively short time. It speaks well for the Association which is the membership.

Several suggestions were forwarded to provide better organization and indexing of technical material to facilitate better access to information contained in manuals, service bulletins, articles, and "how to" presentations in a variety of previous publications. Articles and photographs will be solicited from around the country. Thus, the DeLorean World publication will continue to grow as the authoritative leading publication of choice and a dependable resource to all owners of a unique automobile, the DeLorean.

Following specific detailed technical discussion among Joe Black, Dave Kaleel, and Don Steger, technical representatives, closing remarks were articulated by Ed Bernstein reiterating that "the primary function of the committee is to disseminate technical information to the Association membership."

Adjournment followed. When the formal meeting ended, about half of the attendees briefly continued conversation about individual experiences as DeLorean owners. Robin McNeill just received original garments from the factory in Dunmurry, Ireland. In trying on a shirt it was found to be a bit snug, however, the shop coat was a perfect fit. Discussions are in progress as to what kind of a deal can be worked out to get one, and when I do, my Irish eyes will be smiling.

A preview of automotive introduction is in print in the June, 1985 issue of "Car and Driver" and "Road and Track." The engine and drive train specifications of the Renault Alpine V6, soon to appear in AMC/Renault dealerships, suggests yet another source for engine parts. With another plastic/fiberglass car appearing on the market to join the Corvette and the Fiero, the 304 stainless DeLorean will remain exclusive for a long time as a work of automotive art. □

Eliminating the A/C—Heater Control Lights

By Marvin Gunchick and Dick Shipman

1. Gain access to the relay panel under the parcel shelf behind the passenger's seat.
2. Locate and remove the third relay from the left (opposite the white relay), as indicated in Figure 2.
3. Install a 10-OHM 10-Watt resistor (obtain at any Radio Shack or similar store) by placing insulation over bare wire, then place male prongs on wire and plug into "A" and "B" (Figure 1). Result: During the day, your control panel lights will not be on. The panel will only light up with the headlamp switch.

Modifications to Fan Fail System

By Don Steger of Swedish Autoservice, Inc.

1. Gain access to the relay panel under the parcel shelf behind the passenger's seat.
2. Locate and remove the blue fan fail module, as indicated in Figure 2.
3. Make up with 12 Guage wire a link wire assembly next to Figure 3. Firmly install the link wire assembly into the appropriate cavities of the fan fail module plug of the relay panel, as indicated in Figure 3.
   CAUTION: Be sure wires are connected as illustrated, otherwise damage to your wiring harness may result.
4. Replace the relay next to the blue module you have just removed with a 30 amp Bosch Relay Part No. 0-332-204-110.
5. Then replace the 35 amp circuit breaker with a 40 amp A.R.A. C/B part No. 088362. Modify wire ends to accommodate new unit.

Continued on page 23

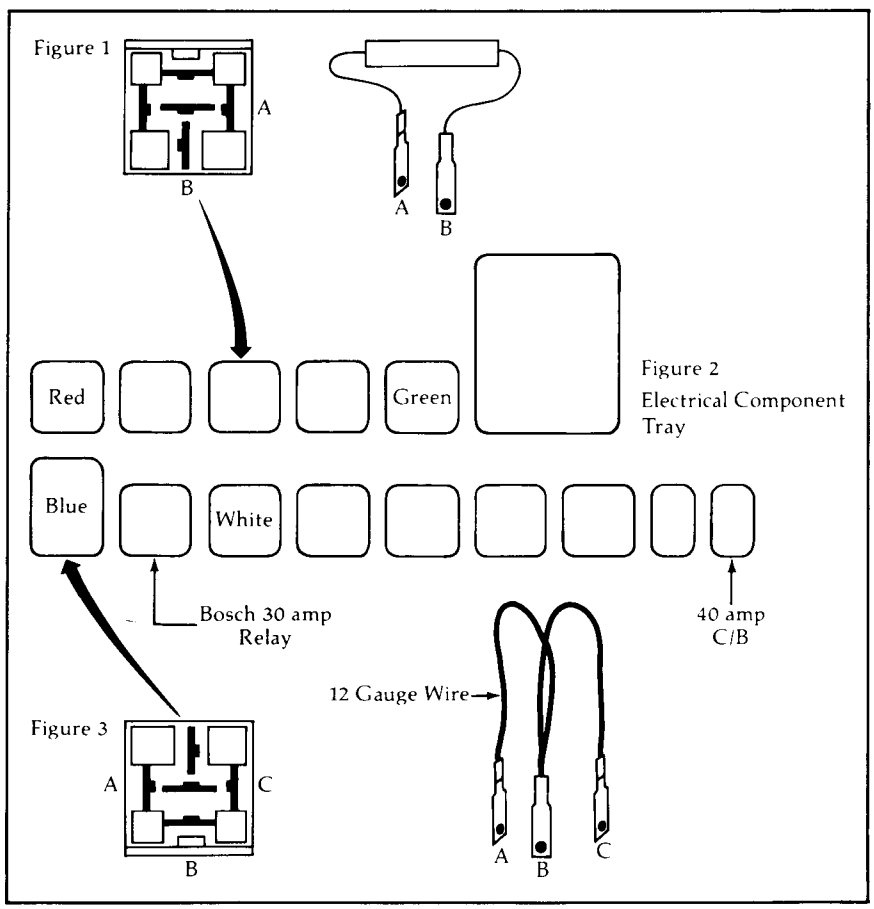

Figure 2
Electrical Component Tray

"When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •"

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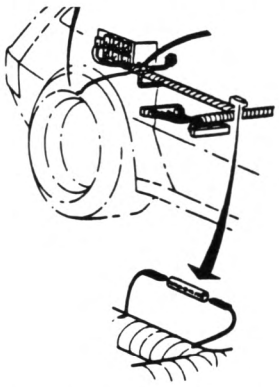
IMPORTANT: After this temporary modification has been performed, the fan fail lights are inoperative and the engine temperature gauge should be routinely monitored.

After modification, turn air conditioning knob to maximum and both fans should operate. If not, check both diodes in wire loom. See illustration of loom located on right side of shelf. To check diodes: Remove and jump wires.



Next, check to see if the fan motors (located behind radiator in front of car) have seized and/or check the thermal fan switch located in the left rear water pipe (inside engine compartment.) The switch is mounted on the underside of the pipe (accessible from under the car.) To test the switch, remove the two wires and jump together; to activate the fans, the ignition switch must be turned on. Be aware that this switch is normally activated by elevated temperature (207°–220°F) and automatically turns off the fans when normal operative temperature is reached. Another method of checking fans is to jump the two wires in the thermal switch, with the ignition key in the "on" position. If they still do not work, check the air conditioning low pressure switch behind right front tire and make sure it is plugged in. If yes, unplug and jump socket. □

Technical Correspondence

By J.L. Black, Pres.—DeLorean Int'l Service Center

Engine Components

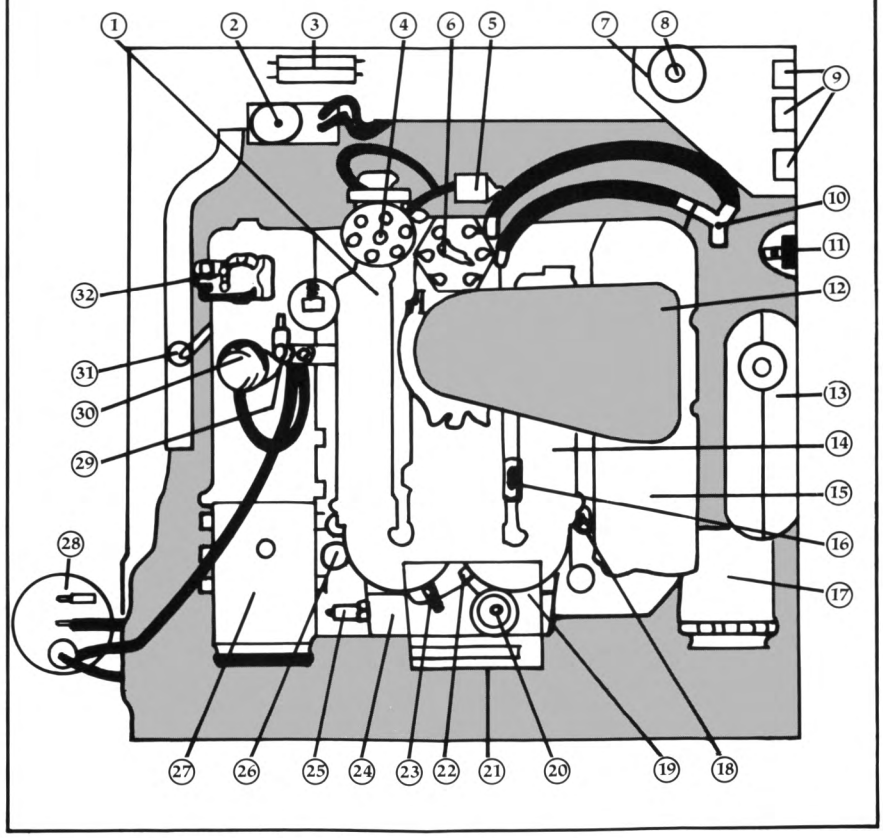
Q: As area coordinator in Michigan, I get a lot of calls from owners as to the parts location of engine components. A view of engine and parts location would be a tremendous help! . . . Richard Rutkowski, Area Regional Chapter #1 Coordinator.

A: Those of us who have been with the car for years and work with the DeLorean daily, tend to take for granted that the DMC owner has a basic knowledge of components. That is why it is another excellent idea that the regions are being formed by the DeLorean Owners Association to further expand the information to *all owners worldwide!* Thanks for your request for your area members and hope the diagram is helpful! (P.S.—next issue we will cover how each component interacts within each individual system and the symptoms of these components when they become inoperative, plus the underside view of the engine.)

1. Engine—PRV V6
2. Auto-trans computer top connector
3. Compensating resistor
4. Ignition distributor
5. Distributor advance solenoid
6. Fuel distributor
7. Coil cover (black)
8. Coil
9. Electric wire loom gang plugs
10. Fuel frequency valve
11. Positive battery jump terminal post
12. Air cleaner
13. Coolant bottle
14. Intake manifold
15. Valve cover
16. Idle speed micro-switch
17. Alternator (Ducellier or Motorola)
18. Fuel injector (3 ea. side)
19. Accelerator cable
20. Accelerator cable return spindle
21. Accelerator cable retro cover (black)
22. Full throttle micro-switch
23. Coolant system bleeder valve (10mm)
24. Water pump
25. Thermo-time temp switch
26. Spark plug & wire (3 ea. side)
27. A/C compressor
28. Charcoal emissions cannister (inside black cover on side)
29. Cold start valve (blue on top area)
30. Oil filler cap
31. Cooling fan thermal switch (otter switch)
32. Control pressure/warm-up regulator

Continued on page 27

ENGINE COMPONENTS



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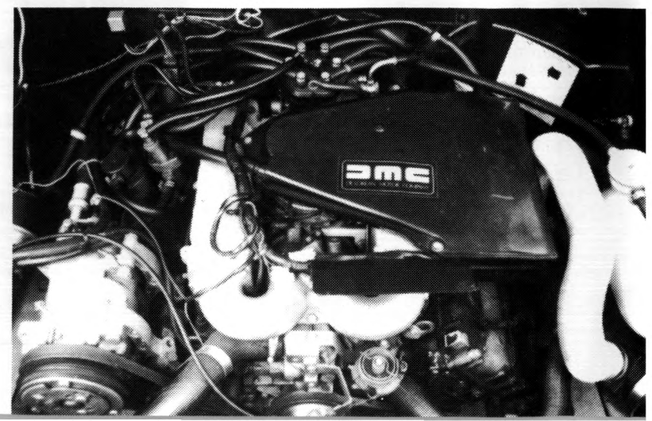

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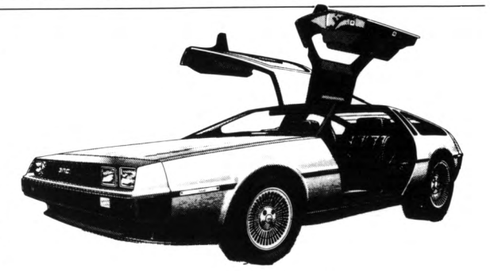

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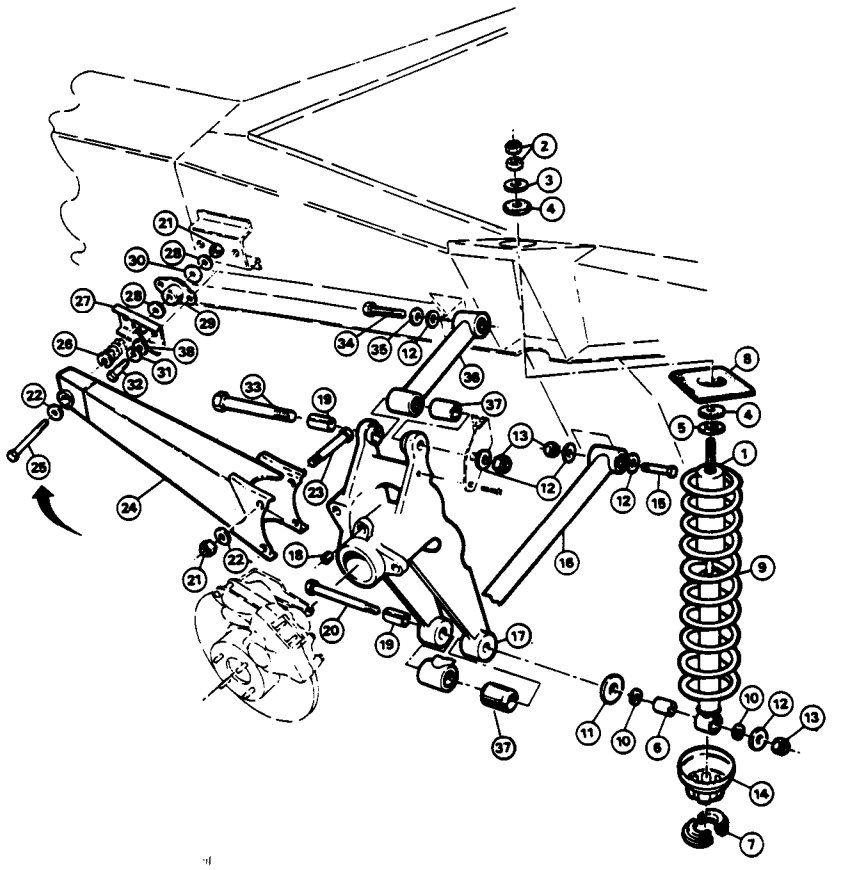
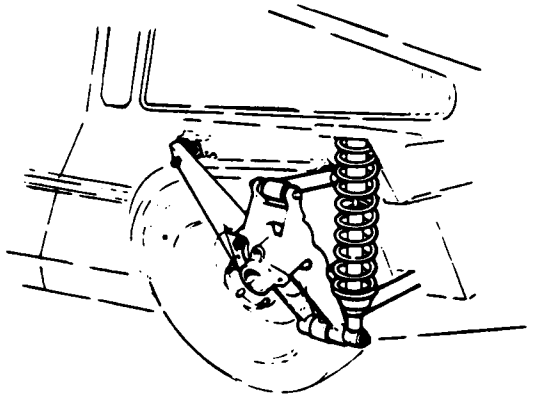
TRAILING ARM DIAGRAM





Frequent Failure Rate Components

1. Front Wheel Housing Connecting Sway Bar/Bracket/Nuts—factory recall.
2. Inertia Switch (all 1981 and 1982 models) was not designed to carry continuous high amperage—factory recall.
3. Accelerator Cable—cable housing could fill with water/moisture and freeze in lower temperatures—factory recall. See *DeLorean World*, Volume 2, No. 2 for repair procedure.
4. Coolant Bottle—cracks at seam—replace with metal tank.
5. Ducellier Alternator—to Vin. 4539—diode failure—replace with metal diodes prior to failure or replace entire unit with a 90 amp Motorola.
6. Fan Fail Module—see temporary wiring guide this issue.
7. Trailing Arm Bolts—see article this issue.
8. Automatic Transmission—slipping.
9. Manual Transmission—gear clash.
10. Body Bolts—loose.
11. Taillight—lights do not operate at all times—see *DeLorean World*, Volume 1, No. 2 for repair procedure.
12. Door Lock Solenoids—out of adjustment—See *DeLorean World*, Volume 1, No. 2 for adjustment procedure.
13. Window Motors—ratcheting.

Those maintenance/repair points not discussed will appear in future issues of the *Delorean World*.

SAFETY CHECK NOTICE—REAR SUSPENSION TRAILING ARM BOLT. (#25 on Diagram)

The rear trailing arm that supports your rear wheel housing and suspension is attached to the main frame by an M12 bolt, called a trailing arm bolt. If you are experiencing a creaking type noise in the rear area of the car when turning, accelerating from a stop, especially noticeable when backing-up turning or if you notice rear swaying when changing lanes then you have a loose trailing arm bolt(s). IT IS ABSOLUTELY URGENT that you have it inspected as soon as possible and tightened. Owners have experienced a loss of control when

Continued on page 29

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this bolt "shears off" due to the twisting of the trailing arm against the loose bolt. Be sure that the bolts (#32) holding the reinforcing plate (#27) are tight.

Engine Stall on Turns with Low Fuel

A stalling on turns with low fuel in the tank usually is the result of your fuel tank baffle being loose inside the fuel tank. (Normally in this situation you can restart the engine after you have leveled off.) The baffle holds fuel within its area so that the fuel pump pick-up line does not starve itself of fuel when a low fuel situation exists. It is opaque in color and is made of a special vinyl plastic. It looks like a clorox bottle cut in ½ with a handle attached. This handle is bolted to the bottom of the gas tank stud with an M6 nut **(be very careful not to tighten this nut too tight as it can pull the stud from the bottom of the tank resulting in a costly tank replacement)** and has miscellaneous clips attached to hold the pick-up line in place. To repair/check the baffle, you need to open the hood and remove the spare tire. In the well area remove the posi-drive screws holding down the cover plate and this will expose the fuel pump, boot and top of fuel tank. Loosen the large hose clamp around the boot and lift out the fuel pump boot and pump unit and lay it to the side. Reach inside the hole in the fuel tank to the bottom of the tank and you will feel the baffle assembly. If you can easily move the baffle from side to side, then tighten the M6 nut at the end of the "handle." At the same time you are checking the baffle, look at the fuel pump pick-up line and make sure it isn't cracking or loose at the fuel pump. Tighten hose clamp or replace line if defects are found. Now re-assemble the boot and pump assembly making sure that the large clamp is tight and the rubber boot cover is in place to keep out water from the windshield drain.

Increase in Coolant Temp in Slow Traffic or at Idle (No Visible Coolant Leakage)

The DeLorean operates ideally at 180°F coolant temp. Some cars and years (esp the early 81's) run a bit warmer but generally in this heat range. However in this case we're talking about an increase from your normal slow moving, traffic, idle situation.

The reason for this is that the two hoses behind the water pump that connect to the coolant distribution pipe underneath the intake manifold have developed a leak. The hoses and associated clamps are not accessible without removing the intake manifold and attached components. The reason for the increase in temp at idle/slow traffic is because in a closed pressurized coolant system like the DeLorean, as coolant leaks out it allows air to accumulate inside the system. After a period of time depending on the severity of the leak, the air accumulates and keeps the coolant sensor from sending the "turn-on" signal to the fans, therefore causing a high temp/overheat situation. Having your mechanic/service center pressure bleed the system will remove the air from the system and locate the leakage site. Repair should be performed as soon as possible so as not to cause severe heat damage to your engine. (Note: the reason that you do not see any coolant leakage is that the hose leaks onto the top of the engine "valley" underneath the intake manifold. If you stick a long narrow screwdriver between the intake manifold and engine block on the left or right side, it will have a *wet tip* when pulled out.)

In each issue of DeLorean World, the technical committee will be writing on different subjects. Please let the committee know your problems and questions so we can best be of assistance to you, the club member.

Quick-Fix Corner

If your fans do not operate and you've found the cooling fan circuit breaker to be the problem, you can just plug the brown/orange and black/orange wires from the bad circuit breaker onto a 40 amp fuse (that you can purchase at a parts store) or if not available use the 30 amp fuse (#11) from the fuse box and you're on the way. (P.S.—#11 fuse is for the radio, windows, clock and air conditioning panel lights.) □

Replacing Rear Transaxle Boot

By Daniel DePrez

Photos taken at DeLorean International Service Center

The rubber transaxle boots on the DeLorean require frequent inspection and, if torn, prompt replacement. If a torn boot is neglected for as little as 1,000 miles, the constant velocity joint which it protects could become seriously damaged by accumulated dirt and road grime.

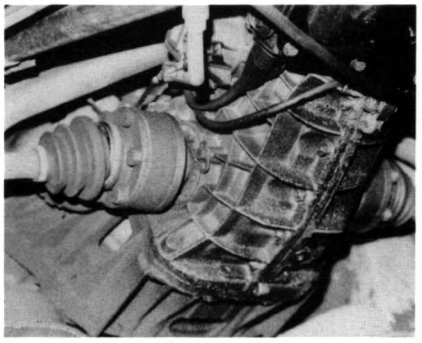
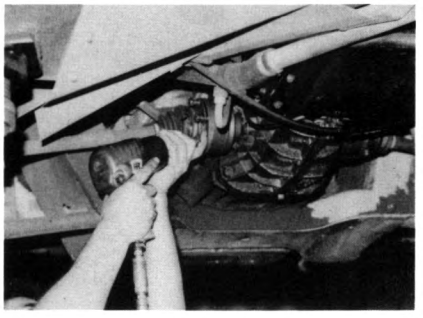


Photo 1 shows a rear transaxle boot. The tear usually starts in one of the "valleys" in the boot corregations, which allow the boot to flex as the transaxle rotates.



To replace the torn boot with a solid rubber boot, remove the transaxle by removing the twelve bolts which hold the transaxle in place (six on each end).

Continued on page 31

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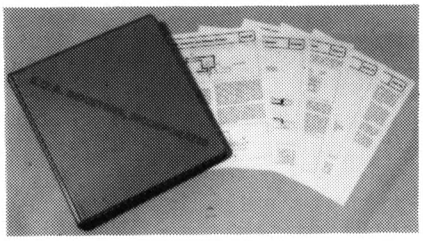
REPAIR MANUAL



At last a COMPLETE Repair Manual. Over 500 pages of descriptive procedures and pictures of how to repair your DeLorean from bumper to bumper. A must for every DeLorean owner or repair station. An excellent manual for making any adjustments, repairs, information or to carry in the car for those just in case breakdown moments when out of town. Manual comes complete with a binder.
The DeLorean repair manual covers:

- Brakes, Wheels/Tires
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- Body & Chassis
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- Engine
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- Clutch
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$97.50 each

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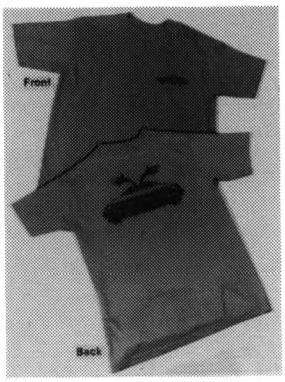

Special made light grey shirt with black detailed impression. On the front a small 4½ x 1 side profile of the DeLorean. On the back a 7 x 11 open door front view of the DeLorean. Never before has this unique color and print been offered. The perfect his and her shirt for those special cruising days in your DeLorean. Shirts are preshrunk 100% heavy cotton. Because of special color, these shirts will be limited.

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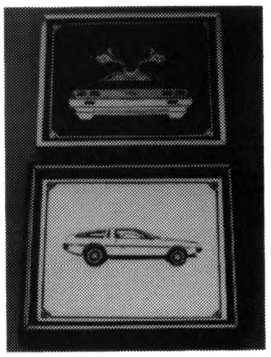

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Just when you thought you had it all! Add the finishing touch to your home, office or collection of DeLorean articles. These specially-made mirrors are imprinted on clear glass, then mirrored to give you a smooth glass surface and prevent from any chipping of the print. These mirrors can be used flat on a desk or framed for a wall picture. Mirror size is 8"x 10"

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INTERIOR BRILLIANCE

A formula of magic for the interior of your DeLorean. Interior Brilliance is a cleaner, protector and beautifier that can be used on all leather, vinyl, rubber, metals and plastics in your car, boat or plane. This special formula also helps retard against the nautral aging process, and screens against harmful ultra violet rays from the sun. Leaves no oily film. (NOTE: this is NOT an Armour-All Product). Comes in 12 fl. oz. spray bottle.

$6.25 Price Per Bottle **$15.65** Case of Three

DELOREAN PARTS MANUAL

This is an original DeLorean dealer parts catalog and uses original part numbers. All pages show exploded views of replacement parts and are properly identified to name and part numbers. Not only eliminating the guesswork from ordering parts, the detailed exploded illustrations are very helpful and informative.

$49.50 Includes Binder

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Protect your investment from temptation of theft, fingerprints, scratches, interior sun damage, weather, and breath marks on your windows from admirers. Car cover is water repellent, mildew resistant, made of Polyester/Cotton and can be machine washed. Cover comes complete with storage bag. Optional: Locking kit to prevent theft of your cover.

$115.80 each (Cover & Storage Bag)
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ORDER FORM

Please send me:
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____ DeLorean **REPAIR** Manual ____ DeLorean **PARTS** Manual
____ Limited Edition "T" Shirts ☐ S ☐ M ☐ L ☐ XL
____ Style "A" ____ Style "B" Decorator Mirrors (Frames **NOT** Included)
____ Car Cover ____ Locking Kit

☐ No, I do not wish to order anything at this time, but please put me on your DeLorean mailing list and send me a copy of your latest catalog which has many more items.

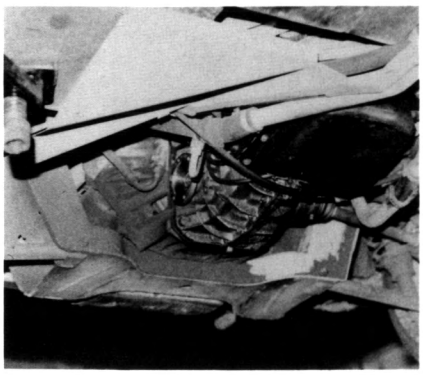
All order will be send by U.P.S. or by U.S. Mail; Dealer inquiries invited; Payment can be made by ☐ Check ☐ Money Order Checks payable to J. Black **NO C.O.D. ORDERS**
Foreign orders must be paid with U.S. Currency. Allow four weeks delivery. California residents add 6% sales tax. All order must include a $3.00 shipping and handling fee.

PLEASE SEND MERCHANDISE TO: Name _____

Adress _____ City _____ State _____ Zip _____

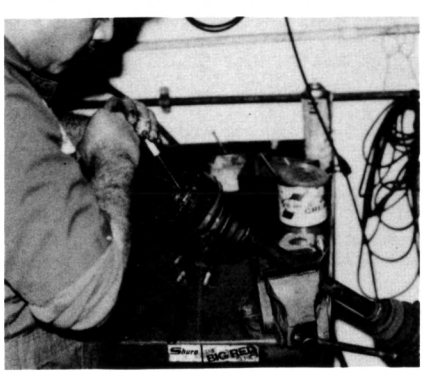
I have enclosed a payment of $ _____ which includes the $3.00 shipping and handling fee for all my items ordered.

10% DISCOUNT WITH THIS ORDER FORM

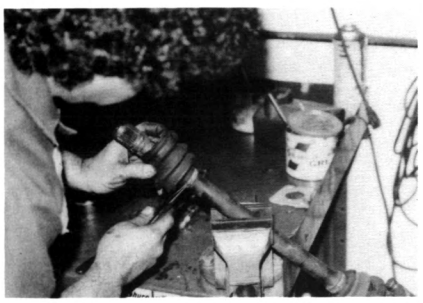


To remove the transaxle, once the twelve bolts have been removed, simply grasp it and give a firm tug. This photo shows the DeLorean after the transaxle has been removed.

Once the transaxle has been removed, remove the metal cap which covers the constant velocity joint with a few taps, using a cold chisel (or do-it-yourselfers only a screwdriver).

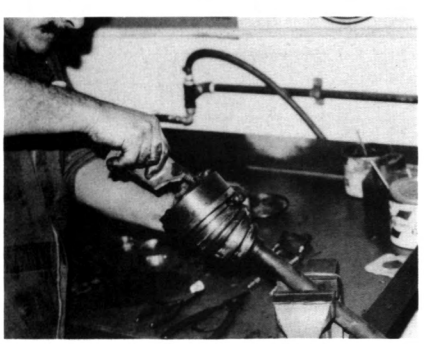


Next, remove the retaining clip, which holds the transaxle in its place. To do this simply insert some appropriate tools into the two holes in the retaining clip and pry it open until unseated.

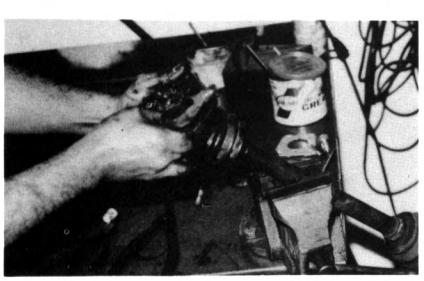


Remove the metal clips which hold the old boot in place, slip the torn boot off, and discard it.

Wipe the road grime from the constant velocity joint. If it is badly worn, it must be replaced. If it is not worn, apply ½ of the tube of grease to this side of the constant velocity joint.

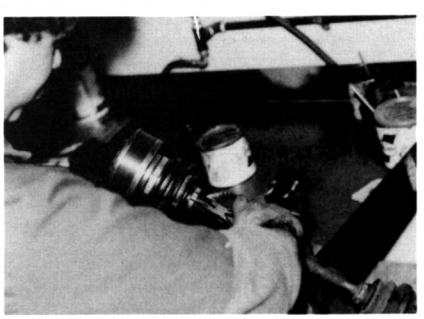


Slip the new rubber boot onto the axle and slide the constant velocity joint into place.



Apply the remainder of the grease supplied with the replacement boot to the teeth and bearings of the constant velocity joint and work it in well by rotating the gear vigorously.

Replace the retaining clip (a job which is much easier than removing it!), tap the end cap back in place, slide the rubber boot back to the ridge on the transaxle, and fit the retaining clips supplied with the new rubber boot snuggly in place. Don't worry about getting them super tight yet—that comes later.



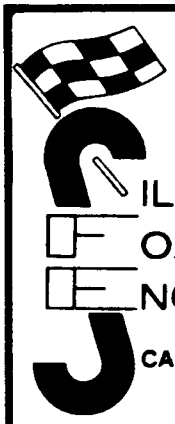
Once everything is in place, squeeze the raised portion of the metal band to tighten it. Do this with a pair of needle-nose pliers, but the average person is advised to use sur-grip pliers. By the way, as long as you have the transaxle out, you may as well replace the other boot using the same procedure.

Finally, replace the transaxle torquing the bolts to 45 foot pounds. It's a common problem for these bolts to work loose, so it's best to check them from time to time.□

After Market Boot Interchange:

DMC Boot #LOBRO 2-153-15-75-00-003
Audi 5000 Rear AX #431498 201A (exact interchange)
BAP-GEON 40-42115

Continued on page 34



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without TURBO
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Add $3.00 Shipping and Handling on orders $10.00 and over.

Or Call: **516-467-4438** (No collect calls please)

MOST OTHER DMC PARTS ARE AVAILABLE. CALL FOR DETAILS.

DELOREAN OWNERS ASSOCIATION MEMBER

Continued from page 11

ACTIVITIES

Record Breaking Dinner

Well, by 8:00 Saturday night our freight train was full steam ahead. 211 owners packed into the largest banquet room at the Hotel Continental. They were treated to the introduction of Samantha Robinson's new line of Association products, which sold like hotcakes. Ed and Sue Reinsch raffled off a vast array of prizes ranging from a portable television to crystalware.

Rallye trophies were presented to first, second and third place winners, then a plaque of appreciation was presented to Las Vegas member Jimmie Hicks for all the work he'd done preparing the rallye, named appropriately enough the Jimmie Hicks Mountain Rallye.

Everything that night was packed into two hours, including dinner, so that show-goers could see the likes of Tom Jones, Don Rickles and Tony Orlando do their thing. After getting everything squared away, Mary Lou and I opted for the insipid talking wooden bird show at the Hilton because we knew there'd be plenty of empty seats. There were. It was closed.

Sunday was bon voyage. Owners jumped in their cars or onto airplanes to return to Arizona, Idaho, Washington, Louisiana, Florida, Iowa, Texas, Pennsylvania, New York, Wisconsin, Minnesota, Massachusetts, New Mexico, Nebraska, California and even Nevada. □

Continued from page 17

GULLWING CHATTER

they bestowed. Kerouac and Agee rhapsodized about the great American road, the arteries of the body politic. Kids made love in their cars and made love to them, in spite of a few dark heretics like Social Critic John Keats *(The Insolent Chariots)*, who warned that someone was about to shoot the beast, and Robert Lowell, who, in the poem "Skunk Hour," tied cars to the sickness of the nation. On the whole, in the late '50s the U.S. would sooner have driven a 1957 Chevy than ridden in the chariot of the Lord.

What happened since then is too familiar history. Enter Germany, Japan, Sweden. Enter OPEC. Enter ecology, inflation. Exit infinite space. In no time flat the American automobile industry is reduced to a tragicomic opera, with Lee Iacocca as chief of the sad clowns, and a cast of thousands unemployed. Art imitates death. *The Solid Gold Cadillac* disintegrates pathetically into *My Mother the Car*, then goes nuts entirely. In 1977 Hollywood produces *The Car*, a movie equally moronic and spellbinding, in which a driverless sedan plays mass murderer. No Freudians necessary. The only medium to keep the faith is television, always a cultural anachronism, with the cop shows half consumed with cars chasing cars. Even here the four-wheeled protagonists carom off walls a lot and wind up as junk. The machine is dead, compacted in a bale. In full view of everyone, Detroit seemed bent on destroying itself.

Not that this was any fault of John DeLorean's. To the contrary. It was DeLorean who seized the invalid Pontiac division of General Motors and pumped it back to life. It was DeLorean (so goes the tale) who showed the corporate stuffed shirts the writing on the wall. Where was the fuel-efficient, practical, obsolescence-proof carriage for the common man? asked our ageless pioneer. No one looked up from the boardroom table. The point is that for all his boogying and Ursula Andressing, DeLorean actually understood what was needed for the survival of his industry. When he broke from GM and made his errand into the wilderness, he could be expected to return with the answer to a dealership's prayers.

Instead, he returned with the DeLorean. Why? It was a pretty little thing, to be sure, but it cost a fortune, was only relatively fuel-efficient for a sports car, was hardly designed for the common man or his common family. With the American open road blocked by a 55-m.p.h. speed limit, John DeLorean comes out with greased lightning. What's more, he makes too many of them to sell. And where does he decide to do that but in Belfast, which needs another high-risk enterprise as much as it needs one more car bombing. The decision is baffling. Oh, one can argue that here was Black Jack DeLorean going against the tide again, betting other people's money and his life on the American rich getting richer and flocking to their very own indigenous Mercedes. But from the viewpoint of business horse sense, of which DeLorean is said to have had plenty, it only looks as if the man was deliberately trying to fail. When the company is about to fold, the hard-nose founder with two master's degrees decides to [allegedly] deal dope in order to rescue it. Wild, man.

Of course, wildness may constitute the entire explanation. DeLorean may simply have spun out of control, following a bad idea with a desperate flail. Then, too, he may have actively been trying to destroy himself. He chose a symmetrical end, after all. To be nabbed in Los Angeles, the city of the car, and of his youth. To have the coke discovered in a Chevy, the All-American machine. Finally, to risk the ruin of his career by means of a drug that for a certain social set may be said to have replaced the automobile as the national narcotic. No one not inside DeLorean's head can say for sure why he did what he did, and except for purposes of psychological chitchat, it profits little to guess.

For whatever private reasons, DeLorean imitated the worst era of the industry he scorned. He made his car, he gave it his name, he said the public be damned, and he killed the thing. □

[Editor's notation.]

DE LOREAN, 1982—5 speed, very fast "Twin" Turbo charged ($4,350) original window sticker $29,825. Total $34,175, asking $20,950, always garaged, all service records, less than 4,000 miles, 160 MPH speedo, excellent condition, all options and update modifications, non-smokers car, floor mats, office (314) 946-6860, home (314) 625-3762, ask for E. Stegemann.

STAINLESS STEEL EXTERIOR TRIM SCREW SETS. Replace original rusting steel screws securing light lenses, windshield trim, license plate frame, etc. ... Finished to match originals with satin black heads in correct sizes. Fifty-two pieces in all. A detail not to be overlooked on your perfect DeLorean. $21.95 includes shipping. Danny Smith 22740 Rosalind, East Detroit, MI 48021 (313) 777-2003.

DOOR LOCK SOLENOIDS: Let us rebuild your door lock solenoids better than new with heavy duty wire. $85.00 for both includes shipping. DeLorean Specialty products and parts, 10568 Ashton Avenue, Los Angeles, CA 90024 (213) 474-8194. Dealer inquiries invited.

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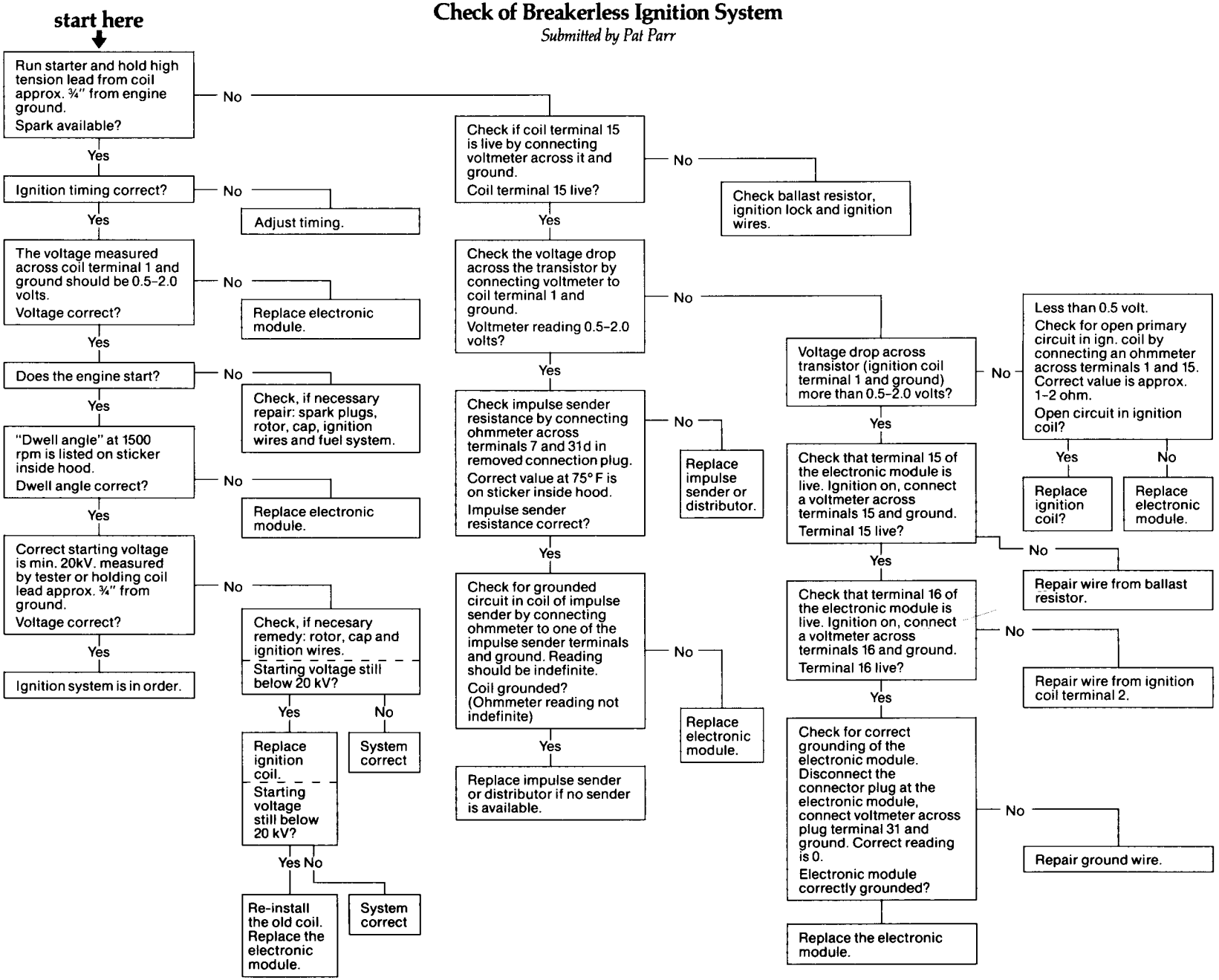
CHANGE THE FACE on your existing DeLorean Speedometer) in good working condition) to 170 mph and recalibrate. $95.00 plus $4.50 shipping & handling. California residents add 6.5% sales tax. DEREP PRODUCTS, 9251 Vanalden Avenue, Northridge, California 91324, (818) 993-7963.

Check of Breakerless Ignition System

Submitted by Pat Parr


start here
Run starter and hold high tension lead from coil approx. ¾" from engine ground.
Spark available?
No
Yes
Ignition timing correct?
No
Adjust timing.
Yes
The voltage measured across coil terminal 1 and ground should be 0.5-2.0 volts.
Voltage correct?
No
Replace electronic module.
Yes
Does the engine start?
No
Check, if necessary repair: spark plugs, rotor, cap, ignition wires and fuel system.
Yes
"Dwell angle" at 1500 rpm is listed on sticker inside hood.
Dwell angle correct?
No
Replace electronic module.
Yes
Correct starting voltage is min. 20kV. measured by tester or holding coil lead approx. ¾" from ground.
Voltage correct?
No
Check, if necesary remedy: rotor, cap and ignition wires.
Starting voltage still below 20 kV?
Yes
No
Replace ignition coil.
Starting voltage still below 20 kV?
System correct
Yes
No
Re-install the old coil. Replace the electronic module.
System correct
Yes
Ignition system is in order.
Check if coil terminal 15 is live by connecting voltmeter across it and ground.
Coil terminal 15 live?
No
Check ballast resistor, ignition lock and ignition wires.
Yes
Check the voltage drop across the transistor by connecting voltmeter to coil terminal 1 and ground.
Voltmeter reading 0.5-2.0 volts?
No
Yes
Check impulse sender resistance by connecting ohmmeter across terminals 7 and 31d in removed connection plug.
Correct value at 75° F is on sticker inside hood.
Impulse sender resistance correct?
No
Replace impulse sender or distributor.
Yes
Check for grounded circuit in coil of impulse sender by connecting ohmmeter to one of the impulse sender terminals and ground. Reading should be indefinite.
Coil grounded? (Ohmmeter reading not indefinite)
No
Replace electronic module.
Yes
Replace impulse sender or distributor if no sender is available.
Voltage drop across transistor (ignition coil terminal 1 and ground) more than 0.5-2.0 volts?
No
Less than 0.5 volt.
Check for open primary circuit in ign. coil by connecting an ohmmeter across terminals 1 and 15. Correct value is approx. 1-2 ohm.
Open circuit in ignition coil?
Yes
No
Replace ignition coil?
Replace electronic module.
Yes
Check that terminal 15 of the electronic module is live. Ignition on, connect a voltmeter across terminals 15 and ground.
Terminal 15 live?
No
Repair wire from ballast resistor.
Yes
Check that terminal 16 of the electronic module is live. Ignition on, connect a voltmeter across terminals 16 and ground.
Terminal 16 live?
No
Repair wire from ignition coil terminal 2.
Yes
Check for correct grounding of the electronic module. Disconnect the connector plug at the electronic module, connect voltmeter across plug terminal 31 and ground. Correct reading is 0.
Electronic module correctly grounded?
No
Repair ground wire.
Replace the electronic module.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph . . . . . 6.3 seconds
- Top Speed . . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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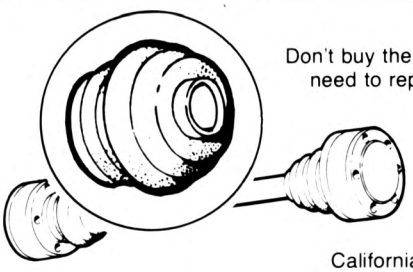

Don't buy the entire axle unit when you only need to replace the rubber boot (bellows).

Kit includes:
1 Rubber Boot (Bellows)
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Only $18.95 ea.

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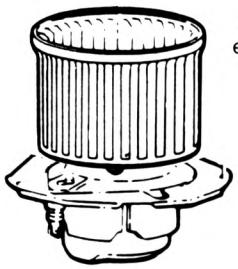

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Only $78.50

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Does your engine turn over and over but will not start until it cools down?
YOU MAY NEED A NEW FUEL PUMP!

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Combination — Fuel Pump, Video Tape and Booklet $132.50

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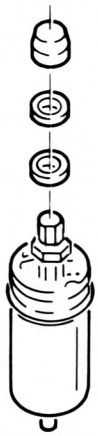

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